



TERMS:—Two Dollars per Annum—In Advance.

BY G. W. BROWN & CO.

LAWRENCE, KANSAS TERRITORY, SATURDAY, FEBRUARY 17, 1855.

NUMBER 8—VOLUME I.

Poetry.

Souls, not Stations.

Who shall judge a man from manners?
Who shall know him by his dress?
Poverty may be his lot,
Princes fit for something less.
May he be the poorest of men,
Or the richest of the land,
Ever welling out of stone,
There are pearls and rubies hid,
Hidden, crushed, and overgrown,
Who counts by souls, not dress,
Love and poverty you and me,
While he values thrones, the highest,
As he pebbles in the sea.

Man, untried above his fellows,
Off he goes to his fellow men,
Manners—matters—matters—matters,
That your meanness knows are men!
Man by labor, man by feeling,
Men by thought and men by fame,
Claiming equal rights to sunshine
In a man's eyes and in his name.
There are foam-embroidered oceans,
There are little wood-clad hills,
There are fields and high mountains,
There are cedars on the hills;
But God, who counts by souls, not stations,
Love and poverty you and me,
For to him all vain distinctions
Are as pebbles in the sea.

Pacific Railroad.

Extract from Col. Benton's Speech.

The following is the closing portion of Hon. THOMAS H. BENTON's speech, delivered in the House of Representatives on the 16th of January, on the Pacific railroad bill:

This great central trunk road from Baltimore to the mouth of the Kansas, along the parallel of 39 deg., is already almost finished, and for all the purposes of its continuation from Missouri to California, may be assumed to be now finished; for it will be completely so before any part of the other is ready to join it. It is now complete to the Ohio river—complete to Cincinnati—complete through the State of Ohio—complete half way through Indiana, and the other half in progress—complete nearly one third of the way through Missouri, and all the rest under contract, and under the daily energies of two thousand laborers, led by a most energetic contractor. We may assume, then, the great western trunk road to be finished from Baltimore to the mouth of the western limit of Missouri—that is to say, half way to the Pacific! and to the commencement of that vast inclined prairie plain which spreads from the Missouri frontier more than half the distance of the remaining half, which is nearly prepared by the nature of the country for the immediate reception of the iron rails, and their solid foundations. What a temptation for a company to begin the great work when so much is done to their hand, and so much of the remainder is so easy to be done! and then, how advanced all the Atlantic and Mississippi valley connections with this great western trunk! On the Atlantic side, from Maine to Georgia—from Bangor on the Penobscot, in State of Maine, to the State of Georgia—a man may now go by car to that central trunk in Ohio and Indiana; from the southern shores of the northern lakes, he can do the same; for he can partly do it. Soon all will be complete; and every part of the Atlantic coast and the Mississippi valley will be thrown into communication with the Pacific coast as soon as the trunk is completed from Missouri to California.

Telegraph lines are ready at both ends. In California they extend over the State, into the valleys of San Joaquin and Sacramento, and would be ready to meet the trunk at the State line. On this end, the wires now extend to the western limit of Missouri—to the mouth of Kansas—from which point intelligence can now be flashed to every part of the Union; so that, on this Central route, there is only a gap to be filled up to complete these magnetic communications between the shores of the two great oceans.

This is the object of that road compared to which, those "Appian and Flaminian ways" which have been immortalized by their authors, are but as dots to lengthened lines—as sands to mountains—as grains of mustard to the full grown tree. Besides the advantages to our Union in opening direct communication with that golden California which completes our extended dominion towards the setting sun, and a road to which, would be the realization of the Roman idea of an annexation, that no conquest was annexed until reached and pervaded by a road; besides the obvious advantages, social, political, commercial, of this communication, another transcendent object presents itself. That oriental commerce, which nations have sought for, and fought for, from the time of the Phoenicians to the discovery of the Cape of Good Hope—which was carried on over lines so extended—amidst populations so various and barbarous, and which considered the merchant their lawful prey—and up and down rapid rivers, and across strange seas, and through wide and frightful deserts—and which, under all these perils, hardships, discouragements, converted Asiatic and African cities into seats of wealth and empire—centers of the arts and sciences—while western Europe was yet barbarian and some branches of which afterwards lit up Venice, and Genoa, and Florence, and made commercial cities the match for empires, and the wives and daughters of their citizens, (in their luxurious, oriental attire,) the admiration and the envy of quondam and piousness.

All this commerce, and in a deeper and broader stream than the "merchant prince" ever saw, is now within our reach! attainable by a road all the way on our own soil, and under our own laws: to be down over a vehicle as much superior in speed and capacity to the steamboat as the boat is to the ship, and the ship to the canal. Thanks to the progress of the mechanic arts! which are going on continually, converting into facilities what stood as obstacles in the way of national communications. To the savage, the sea was an obstacle; mechanical genius, in the invention of the ship, made it a facility. The firm land was what the barbarian wanted: the land became an obstacle to the civilized man, and remained so until the steam car was invented. Now the land became the facility again, and admitting a velocity in its car which rivals the flight of the steam pigeon, and a punctuality of arrival which may serve for the adjustment of clocks and watches. To say nothing of its accompaniment—the magnetic telegraph, which flashes intelligence across a continent, and exchanges messages between kingdoms in the twinkling of an eye, and compared to which the flying car degenerates into a lazy, lagging, creeping John Trot of a traveler, arriving with his news after it had become stale with age.

All this commerce, in a stream so much larger, with a domestic road for its track, your own laws to protect it, with conveniences so rapid, and security so complete, lies at your feet. That which Jew and Gentile fought for before the age of Christianity, and for which Christians have fought both Jew and Gentile, and fought each other, and with the Saracen for an ally: all this is now at your acceptance, and by the beneficent process of making a road, which, when made, will be a private fortune, as well as a public benefit—a facility for individuals, as well as for the government. Any other nation, upon half a pretext, would go to war for such a road, and tax unborn generations for its completion. We may have it without war, without tax, without treaty with any nation; and when we make it, all nations must travel it with permission, or fall before the use of the trade by following the old track; giving us a bond in the use of our road for their peaceable behavior. Twenty-five centuries have fought for the commercial road to India; we have it as a peaceable possession. Shall we use it? or wear out our lives in strife and bitterness of heart over the question of its use? Let us vindicate the glory of Columbus by realizing his divine idea of arriving in the east by going to the west.

The enterprise would be a trifle to the wealth and resources of our business population—only some thirteen hundred miles of road over the most favorable of the earth, and under the most auspicious, and with material the most abundant and convenient; and the prices of labor and of iron returning to reasonable rates. More than half the distance is smooth prairie, to cost no more than railways in the prairie of Illinois; the remainder is nearly level—only slight undulations—with an almost total exemption from the high cuttings, deep fillings up, long bridgings and tunnelings, which constitute the gravity of the expense of railroad making. Say a fourth more than the cost of Illinois prairie road, (the wide gauge being understood,) and you have but \$20,000,000 to the mile—\$20,000,000 for the whole. What is this to the resources of our vast population? There are many, twenty-six men, in our extended Union who could build the road themselves—and own it, as their private and princely estate—theirself and their posterity after them.

Safety as well as profit—security as well as policy—protection against calamity, as well as protective government—these are the objects of this road. What sustains and stimulates the national industry at this time? California gold! that gold, the weekly arrival of which is the life's blood of our daily industry! and one month's default of which would be the paralysis of our financial, commercial, and industrial world. And how do we receive that gold now? Over foreign seas, and across foreign territory, and after a circuit of six thousand miles—liable to be cut off at any moment by the cruisers and privateers (to say nothing of fleets) of any power with which we might be at war; and several specks of that portentous cloud now appear above the line of our political horizon. And this is the place for these political considerations. Such considerations address themselves to the political power; and that political power is here. Congress is charged with the protection of the national interests, and ships, and troops, and missions, are put in requisition for that purpose. A reader, a cheaper, a more effectual mode of protection to that commerce which belongs to the Pacific, which comes from the interior of our territory—placing it beyond the reach of foreign depredation; and at the same time, making it a means of keeping the Indians themselves in order.

Pliny, the elder, accounting for the commercial prosperity of some ancient cities, attributed it to their form of government—republican; and because that form admitted the greatest freedom of enterprise. The moderns have seen the truth of this profound remark in latter times—seen it in Italy, in Holland, and in various parts of our America. We are a republic, and a great one; and our fathers have given proof of the success and extent of their commercial undertakings. The maxim of Pliny is not disparaged. The numerous Mercantile Library Associations

which cover our country—their ample list of members and well filled libraries, and laudable spirit of improvement—give earnest of future eminence, and of useful and honorable careers, rivaling their fathers, and justifying the action of Pliny. They will not let the road flag, they will not lose the East India trade. All they want is information about the road, and I have endeavored to give it. I have brought the facts, carefully assured, to show that there is a good way for a good road, and a good country to sustain people to protect and support it—and law and government to guard it—and settlements nearly all the way already begun; and to multiply with magic rapidity. Then let us begin—take the first step, which is always the most difficult. My plan is, to get this substitute bill passed, which Congress may pass without constitutional scruple, confined as it is to territorial domain, giving to the citizens whose names it contains, their successors, associates, and assigns, a right of way in one mile wide through the public lands in Kansas and Utah, on each side of the road, and a year's delay to obtain that practical information which business men always have before they undertake any great enterprise—building the road at their own expense, and without other aid from the Federal Government than that of its custom, paying for its accommodation by an arrangement not yet matured. I repeat, I am willing to vote the same privilege to any other company, but have no idea of squandering the public lands upon speculators, except to make a bubble of national credit, to the expense of New York and London, or to build a private road for themselves at the national expense, and then tax the nation for traveling upon it.

I do not expatiate upon the home advantages of a railway to the Pacific; it has become a necessity, the urgency of which is universally admitted. I will enforce another advantage, not so immediately, but obvious to the thinking mind, and important to America, Europe, and Asia; and which, in changing a channel of rich commerce, may have its effect upon the wealth and power of nations, upon a change in the maritime branch of national wars. I allude to the East India trade, (already incidentally touched upon,) and the change of its channel from the water to the land; and the effect of that change in nullifying the maritime supremacy of naval powers by making continents, instead of oceans, the great theaters of international commerce. No event in the history of nations has had a greater effect on the relative wealth and power of nations, than the changes which have been going on for near three thousand years in the channels of Asiatic commerce. During that time nations have risen and fallen, as they possessed or lost that commerce. Events announce the forthcoming of a new era. The land becomes a facility, and the ocean an obstacle to foreign trade, must have an effect upon Europe, cotemporaneous upon Asia, and upon America separated from it by a western sea over which no European power can dominate. I confine myself to the American branch of the question, and become a facility, and the ocean an obstacle to foreign trade, must have an effect upon Europe, cotemporaneous upon Asia, and upon America separated from it by a western sea over which no European power can dominate. I confine myself to the American branch of the question, and become a facility, and the ocean an obstacle to foreign trade, must have an effect upon Europe, cotemporaneous upon Asia, and upon America separated from it by a western sea over which no European power can dominate. 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